Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **719** **Const Calendar Day:** 164 **Date:** **15-Nov-2012** **Thursday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 08:00 pm 05:30 am **Break:** 00:30 **Over Time:** 01:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation 0.00" **Condition** Fair

Working Day ☐ If no, explain:

Diary:

Dispute ☐

Work description.

- ABF ironworkers began their shift at 8:00pm Thursday November 15th and worked 12hrs until 8:30am Friday morning November 16th. See Parviz Jalali and Bob's diaries for the installation/gap measurements for the Lead + Steel shims, labor, and equipment.

Shim placement was done in the E-Line SAS at diaphragm B. Also shims were placed in all of the 8 bearings for the South Hinge A pipe beam in the W-Line Skyway at diaphragms C and D. Prior to installation of shims on the W-Line Skyway, myself and ABF engineer Eric Blue verified the vertical angle and concentricity or gap dimensions. The vertical angle measured with the SMART level was 0.85 tilted up on the west end. The location of the measurement with the SMART level was done on the top dead center of the stainless steel section east of diaphragm D. On Tuesday morning at 3:20am the initial vertical angle measured with the SMART level was 0.80 degrees in the same direction at the same location. ABF engineer Andre Markarian also measured the vertical angle at that time.

This measurement was taken at 1:00am where the conditions are assumed to done under uniform ambient temperatures since sunset was around 5:00pm. Once the measurement was taken ABF ironworkers proceeded to install shims, for the rest of the shift at this location to "lock" in the South W-Line Hinge A pipe beam. Only the North W-Line Hinge A pipe needs to be adjusted and shimmed in the four principal directions at the Skyway before vertical, horizontal, but not longitudinal alignment work is considered be completed. Also ABF engineer Eric Blue measured the gaps between the pipe beam and the diaphragm bearings at the Skyway before shim installation.

One other item to note is that the North W-Line pipe beam was measured referencing Diaphragm A and was found that it needs to be moved 132mm West. I informed ABF engineer Eric Blue of my measurement taken on Tuesday November 13th prior to any fine adjustments of the W-Line Hinge A pipe beams. Currently the other three Hinge A pipe beams are within approximately 2inches of Diaphragm A needing to go east.

- Continued to review RFI 3096R00 "Cable and OBG Load Transfer: Movements between PP104 and PP110. Continued to assess the offsets measured by ABF surveyors and which points they used to determine the longitudinal offset between the the cable band and brackets.

Measurements were taken tonight with the laser level as a way to measure the cable band and suspender bracket alignment. Gave Warren a copy of the results of the local measurements taken with the laser level. The results using the laser level to determine the cable band and suspender bracket offset at PP104 to PP110 are as follows:

Cable Band vs Suspender Bracket Offset

Cable Band #	//********** ABF **********// Total Station	Local	//** Caltrans **// Local
WPP104	21W	29W	59W
WPP106	43W	45W	41W
WPP108	57W	53W	33W
WPP110	56W	46W	26W

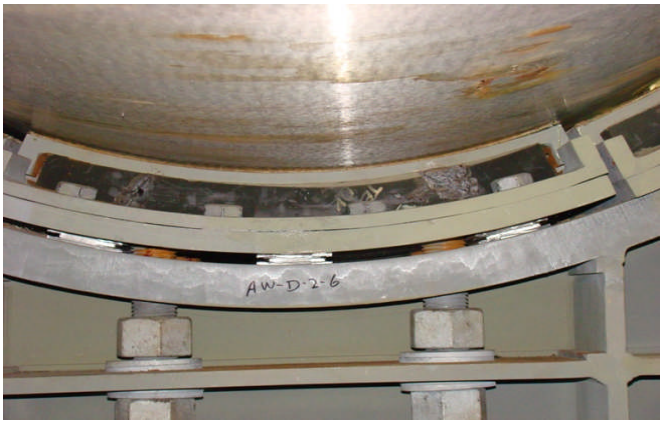
Cable Band vs Suspender Bracket Offset

Cable Band #	//********** ABF **********// Total Station	Local	//** Caltrans **// Local
EPP104	39W	45W	75W
EPP106	63W	62W	64W
EPP108	60W	52W	34W
EPP110	69W	54W	36W

The local measurements taken by Caltrans was done on the outboard side of the cable band where ABF took measurements on the inboard side of the cable band. The measurements presented above do not account for the anticipated future displacement of the cable band relative to the OBG.

Attachment

Measurement taken on EPP104 from the west or uphill end of the cable band to the survey point which isn't the center of band but center between ropes.



Lead and steel shims installed at the South W-Line bearing and circular daiphragm plate at the east end of location D looking west.

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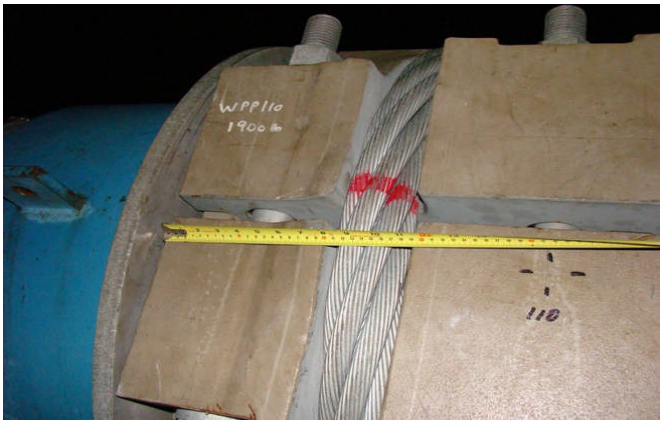

Measurement taken on WPP110 from the west or uphill end of the cable band to a survey point which isn't the center of band but center between ropes.